

C-51 Rule Study

Meeting Summary

September 19, 2002

10:00 AM to 11:45 AM

To: SueLynn Dignard, Project Manager, SFWMD

From: Alan Hall, Project Manager, TBE

Subject: Basin Information Meeting with the Palm Beach County

Attendees: SueLynn Dignard, SFWMD
Alan Hall, TBE
Ken Todd, Palm Beach County

This meeting was scheduled in order to obtain input and relevant current information from the Ken Todd, Water Resources Manager for Palm Beach County. As Mr. Todd had previously provided to us data from the FEMA study we discussed it as well.

1. Mr. Todd provided to us a copy of a August 23, 2002 letter to FEMA from the County Emergency Manager requesting FEMA to revise the study for Palm Beach County which established 100-year flood levels that were not realistic in the opinion of the County. The County was specifically requesting that the elevations for the C-51 Basin be revised by FEMA. As we had discussed during the September 4th Kick-Off Meeting it was felt that our study could help convince FEMA next year of the true performance of the C-51 system during a 100-year storm event.
2. Mr. Todd stated his position on the FEMA study assumption that the S-155 spillway was closed during a 100-year storm there would still be discharge from the basin via a bypass on the south side of the structure due to the land being low.
3. Mr. Todd described some of the historic flood problem areas that he was aware of in the C-51 Basin. He described how the Towns of Cloud Lake and Glenridge, as well as Waterview Mobile Home Park historically flooded due to the restricted capacity of the Stub Canal on the north side of C-51, and in the case of Waterview, the extremely low land levels.
4. Mr. Todd pointed out the ongoing relocation of the canal on the west side of the Palm Beach International Airport. He pointed out how this particular canal is the primary outlet for much of the properties just north of the airport.

5. He pointed out some problems that the County has experienced with flood waters from the “Fox” property entering the Village of Royal Palm Beach. Even though this property is in the previously designated Sub-basin 17 it cannot effectively contribute storm water during severe events due to the lack of capacity under Okeechobee Blvd. to convey the water south to the C-51 canal. In the reconfiguration of the sub-basins for this modeling effort we will probably have to divide this sub-basin into two parts. Mr. Todd was under the impression that the SFWMD permits for discharge from this area have been issued to the County. (In a subsequent meeting with NPBCID, it appears that the permits may be issued in the name of the Village of Royal Palm Beach.)

Mr. Todd suggested that we also meet with the County Department of Airports in order to better understand how the airport and adjacent storm water facilities interact. Mr. Todd has over thirty years of water resource management experience and is a wealth of knowledge for information on the C-51 operations.

Attachment: August 23, 2002 letter from Tatum to Vieira. (note: of the 3 options described in the letter it appears that FEMA has decided to move forward with option 3.)

COPY



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August 23, 2002

Mr. Mark Vieira
National Flood Insurance Program
FEMA Region IV
3003 Chamblee Tucker Road
Atlanta, Georgia 30341

RE: Palm Beach County FIRM Revision

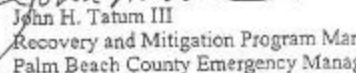
In early July, we received from you a Dewberry and Davis (D&D) summary sheet with preliminary model run results based on new information that we had provided. The summary showed revised flood stages for portions of the C-51 watershed. This was reviewed by our Engineering Steering Committee (ESC) which included a teleconference with Julie Beisler Lee (D&D). She indicated that the D&D staff were evaluating some model inconsistencies. Therefore, there would still be some additional model runs before they could begin to redo the FIRMs.

Since additional model runs may be required and since LIDAR data is now available for a major portion of the County, our ESC suggested that now is the best time to incorporate this data into the model. This should provide more accurate topographic data for conducting the model runs and for re-mapping the FIRMs.

With this information in mind, our ESC has requested that FEMA consider finishing the study using one of the methods outlined in their attachment.

I believe another teleconference would be very productive towards a mutual resolution of this request so that we may continue our joint process towards new and improved FIRMs for Palm Beach County. Please contact me with several dates and times that you and key consulting staff could teleconference with our people.

Sincerely,


John H. Tatum III
Recovery and Mitigation Program Manager
Palm Beach County Emergency Management

Attachment

cc: Mr. Ken Todd, ESC Chairman
Mr. Tommy Stroud, SFWMD Director of Operations

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RECOMMENDED FIRM MODELING METHODS

August 23, 2002

Preferred Method:

1. Use the County wide LIDAR information to develop topography and subsequent stage storage for each sub-basin
2. Incorporate the West C-51 Project into the mathematical models. This project is currently under construction by the Corps of Engineers and it is our understanding that it will be completed within two years. If this project is not included within the model, then the flood stages for the western communities in the C-51 basin will have higher flood elevations shown on the map than will actually occur until the next map revision.
3. Run the HEC-1 model using the information in items 1 and 2 above.
4. Run the UNET model using the information in items 1 and 2 above.
5. Map the results from item 4 using topography developed from the LIDAR information.

Second Preferred Method:

If FEMA will not include the C-51 project because it is not complete, then the Palm Beach Engineering Steering Committee would like to see the Preferred Method used without item 2.

Third Preferred Method:

As a minimum, the Palm Beach Engineering Steering Committee believes, the study should be completed in this fashion:

1. Re-Run the HEC-1 model.
2. Re-Run the UNET model.
3. Map those results using the LIDAR topography.